TO CHICAGO FOR \$1

ROUND-TRIP RATES AGAIN SLASHED BY THE L. E. & W.

Pennsylvania Likely to Make the Same Cut To-Day-M. E. Ingalls Not a Vanderbilt Syndicate Man.

Yesterday morning the Lake Erie people, learning that the Pennsylvania Company, by order of Commissioner Tucker, of the Chicago and Ohio River Traffic Association, had met their \$2 round-trip rate for Saturday's excursion to Chicago, dropped the rate to \$1, and early in the afternoon posted bills announcing such a rate. W. F. Brunner, representing the passenger department of the Pennsylvania road at this point, immediately telegraphed what the Lake Erie & Western had done. Mr. Brunner says that he expects instructions this morning to meet the \$1 rate. Being an all-rall line, the Pennsylvania is preparing to take a large crowd to Chicago, as peo-ple can go up Sept. 1 and have five days to return in on any Pennsylvania train. The Lake Erie & Western is also expecting to carry a good many people, as some prefer a part rail and part water route.

The "Boys" Coming Back.

Train No. 20 on the Vandalia yesterday brought in about forty of the members of the Old Reliable Conductors' Association, en route home from San Francisco, where they held their twenty-seventh annual convention. W. O. Beckley, president of the association, and a conductor on the Wabash road, accompanied them as far as Indianapolis, where there was a scattering of the party to their respective homes. President Beckley says they had one of the best annual meetings ever held, and that the people on the Pacific coast treated them well. He is very enthusiastic about the association of which he is the head. He says: "Our association has paid to the widows and orphans of members (who have died or been killed) the handsome sum of \$1,068,287, and to those who have become disabled from performing the duties of a conductor \$151,003, making a total of \$1,219,-290. It was organized and held its first convention in Cincinnati, O., Oct. 22, 1868, and was first known as the U. S. R. R. Conductors' Life Insurance Association. It was organized exclusively as an insurance association, amongst conductors running throughout the United States and the Canadas, and has been so conducted ever since Columbus, O., was chosen as headquarters, and they still remain there. In spite of strikes, business depression or financial panics, the 'Old Reliable' has never once failed to give its annual tour."

The Lake Shore Presidency.

Eastern papers speak of M. E. Ingalls as the probable successor of John Newell, late president of the Lake Shore road. In speaking of this one who is well informed said. yesterday: "There is a mistaken idea about M. E. Ingalls being what is termed a Vanderbilt man. While the Vanderbilts may have something to say about the affairs of the Big Four and the Chesapeake & Ohio roads and are highly respected by President Ingalls, the Drexel & Morgan interests in these roads exceed in amount that of the Vanderbilt interests, consequently, Mr. Ingails is more of a Drexel & Morgan syndicate man than a Vanderbilt syndicate man. There is, therefore, little grounds for saying that he will be made president of the Lake Shore road. It seems well understood that, no matter who is president, a traffic manager will be appointed for the road, which makes four positions to fill on the Lake Shore road, namely, president, traffic manager, general freight agent and

The C., H. & D. and Q. & C. Deal. In speaking of the recent clinching of the deal by which the Cincinnati, Hamilton & Dayton secures control of the Queen & Crescent road the Atlanta Constitution says: "There is but one meaning to all this movement on the part of the Cincinnati, Hamilton & Dayton, and that is that it is the purpose of the managers of this great system to get hold on Southern territory and get a pull at the traffic into and out of this section. It seems to be their chief aim right at present to move along in opposition to the Southern Railway Company in the matter of getting sway over Southern links, and it is clear that have already got a wondrous hold in the shaping out a great rival line with the interests Mr. Spencer is controiling. Just what the outcome will be is not known, but it is thought most probable by all the leading local railroad men that Atlanta is the next point on the map the Cincinnati, Hamilton & Dayton is seek-ing to reach."

General Improvement in Business. The Pennsylvania railroad, for the week ending Aug. 18, moved an unusually large quantity of coal and coke, showing a revival in manufacturing industries, especially iron, along the line of its railroad system. The total tonnage of anthracite, bituminous and coke carried over the lines of the Pennsylvania railroad east of Pittsburg and Erie, for that week, exceed 400,000 tons. The figures of the year 1894, to Aug. 11, showed that the Pennsylvania railroad's total tonnage of coal and coke had fallen off 3,676,185 tons, as compared with the corresponding period of last year, but the gain for the week ending Aug. 18 has reduced this loss of tonnage about 150,000 tons, the increased movement of coal being nearly 100,000 tons, while that of coke exceeded 50,000 tons Latest advices are that the Pennsylvania railroad's coal and coke tonnoge also made still further increase

Receiver Walker's Intentions.

Secretary Kobbee, of the Atchison general reorganization committee, has advices from Aldace F. Walker, recently appointed receiver of the company in place of ex-President Reinhart, that he will arrive from Europe by steamer due Sept. 4, and after a brief stay in New York will proceed West to qualify as receiver, which being done he will return to New York and at once enter upon his duties. Expert Little is expected in New York at the end of the week to complete his examination of the company's accounts. The general reorganization committee will meet Wednesday or Thursday of next week to resume consideration of the Little report, and will also take up the plan of reorganization on which action was deferred pending the completion of the expert's report. It is not unlikely that some important changes will be made in the place.

Lake Route Rates Raised.

A dispatch from Cleveland says that during the past week there has been a marked improvement in the lake carrying trade. Within a few days ore rates from the upper lakes have been advanced 20 cents per ton, with a very light offering of tonnage. Three weeks ago many fleets, or portions of them, were laid up awaiting charters. To-day everything that will carry a cargo is in service. The vessel owners have agreed among themselves not to carry a pound of coal from the lower lake ports to the upper lakes at less than 50 cents per ton, and there is every indication that this figure will be freely paid and even raised within a few days. Marine men generally believe that business will be very brisk, with good rates from now on till the close of navigation.

Big Contract for Equipment.

William Garstang, superintendent of rolling stock and motive power of the Big Four lines, returned from Dayton last night, where he closed the contract for the new passenger equipment to take the place of that recently burned at Cincinnati. Mr. Garstang states that he contracted for twenty coaches of the most modern build and to be provided with all improvements for heating, lighting, etc., ten combination cars and two baggage cars, all to be built in the most substantial manner and well finished. He states that coaches cost only a few hundred dollars less than three years ago, owing to the fact that the many improvements made to passenger equipment in recent years almost balances the difference in cost of material and labor.

"Pennsy's" Monthly Statement.

A statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for July of this year, as compared with the same month in 1893, shows a decrease in gross earnings of \$792,722.24; a decrease in expenses of \$671.031.28; a decrease in net earnings of \$121,690.96. All lines of the company west of Pittsburg, for the same period, show a decrease in gross earnings of \$608 -223.25; a decrease in expenses of \$583,820.19, and a decrease in net earnings of \$24,403.06.

Rates Getting Shaky.

The Central Traffic Association has, as yet, taken no action regarding the cut | ence.

rates put in from the Missouri river to New York by the Atchison and Eric roads on last Saturday, but it is expected that it will take the matter up at an early date. If it does not take some action the entire rate sheet between Chlcago and New York will be torn to tatters. The situation at present is very bad and the demoralization is increasing steadily.

Will Aid the Union Pacific. The appointment of Union Pacific receivers for the Oregon short line at Cheyenne, yesterday, has provoked much comment among Western railroad men, since it practically reunites the Union Pacific system, which was lately threatened with total disruption. The appointment of the Union Pacific receivers for the Oregon short line considerably strengthens the overland situation and gives the key to the Sound country into the hands of the Union Pacific. Should the road have broken away from the fold, as in the case of the Oregon Railway and Navigation Company, the Union Pacific and the Denver & Gulf companys, it would have seriously embarrassed the main line and earnings

would have fallen off in consequence. Had things been different the Burlington, Rio Grande and even the Rock Island might have gone into the Sound country on a traffic basis, but now the Union Pacific is in a position to fight the boycott maugurated in 1892 against the road because it demanded the long haul one way. This appointment of Judge Riner, of Wyoming, closes the Ogden gateway in the interest of the Union Pacific and it will continue to entrench itself in consequence.

Boycotted Tickets. The Hutchinson & Southern road has now fallen under the displeasure of the Western Passenger Association lines for alleged manipulation of tickets which are being used to scalp local business of some of the Western lines. Chairman Caldwell has informed the Hutchinson & Southern road that the market at Kansas City has been flooded with tickets of its issue, all of them being in the hands of brokers, and has called upon the road for an explanation. Until the report has been received all the association roads will decline to honor the tickets issued by the Hutchinson &

Personal, Local and General Notes. "Rans" Brown now ranks as the oldest engineer in point of service on the Monon

J. F. Bader, of Houston, Tex., has been appointed attorney of the Southern Pacific for the State of Texas, General Superintendent Waldo, of the Cincinnati, Hamilton & Dayton road, is off on a two weeks' vacation.

President Thomas and the officials of the Monon lines were in Louisville on Tuesday looking over terminal matters. President Peabody, of the Baltimore & Ohio Southwestern, passed through the city last night en route to Chicago.

There is now a heavy movement of block coal from the Brazil region to northern points. All over the north stocks of coal The pay roll of the Vandalia for July,

1894, amounted to but \$4,000 less than for 1893, notwithstanding the strike troubles this year. Eastern financial papers are speaking in very favorable terms of the Chesapeake & Ohio road on account of the unexpectedly

favorable report of President Ingalls. The Pennsylvania Steel Company now has orders for rails which will keep it busy for several months. It will shortly increase its force 1,000 men; 3,500 are now at work. The railway commissioners of the State of Illinois this week started on their annual inspection of the railroads of that State. It requires three weeks' time to go over the

Work on the new railroad bridge between Jeffersonville and Louisville is now being pushed. On Tuesday the work of driving the piling for the second long span was

The funeral of John Newell, late president of the Lake Shore railroad, occurred at Chicago yesterday, and was attended by a majority of the leading railroad men of Chicago.

West-bound travel is now so heavy, on account of people returning from the seaboard pleasure resorts, that on nearly all through trains extra sleeping coaches are being hauled. The Big Four passenger engines known

as the Garstang type are giving such satisfaction that ten more will soon be built, The company will sell some of its old and lighter engines. The merchants of Pittsburg have sert a lengthy petition to the general passenger

agents of the trunk lines, praying that they make a uniform rate of 1 cent a mile to the G. A. R. encampment. The call for the regular bimonthly meeting of the passenger department of the Central Traffic Association has been issued for Sept. 5. The principal matter on the docket is the proposed abolition of

stop-overs on all tickets. Said a railway superintendent yesterday: "The labor organizations that were loyal to the railroads during the recent strike can now get anything reasonable they desire

from the companies, so much do the officers appreciate their loyalty." The earnings of the Lake Erie & West-ern for the third week of August were \$77,254, and increase over the corresponding week in 1893 of \$4,494. The earnings of the Louisville, Evansville & St. Louis were \$28,698, a decrease this year of \$2,869.

Commissioner Stahlman, of the Southern Railway and Steamship Association, has returned to Atlanta, and is putting things in order for another year. It is believed that the Seaboard, Air-line and the Norfolk & Western roads will come into the associa-

The reducing of C. R. Green to the ranks and the appointing of J. S. May as trainmaster of the Chicago division of the Panlines is creating considerable comment. It is intimated that Mr. Green was rather weak-kneed during the time of the

The Baltimore & Eastern Shore railroad was sold, yesterday, at public auction by William Seemuller & Co., auctioneers, of Baltimore. There was only one bid and that for \$400,000, by N. P. Bond, representing the reorganization committee of the

An organized band of thieves is at work on the Lake Shore, between Elkhart and Chicago, and the detective talent of the company is now engaged in finding out who the culprits are. In the last ten days twenty-six cars have been opened and goods stolen from them. General Manager Dickinson, of the Union

Pacific, is making an inspection this week of the branches, more especially of those which are nonpaying concerns. His idea is to see if such branches have any future which would suggest that they be still parts of the Union Pacific system. A special train carrying United States troops passed through the city yesterday en route from Columbus to New Mexico.

Col. William Shaw, of the Chicago, Burling-

ton & Quincy road, accompanied the party,

which numbered about one hundred. The

train was run between Indianapolis and St.

Louis as the second section of No. 17 over An ex-railway official alleges that some of the roads which have been paying rebates to shippers have not been even "square" in transgressing the law. It is claimed that the shippers received only part of the amount of the rebate, the man who secured the rebate getting a certain amount and the railway officials the balance. He thinks that within a short time some ugly phases of the rebate system will

come to the surface. AMUSEMENTS.

At the Theaters.

There will be three more days of "The Old Sojer" at the Park. It is being played to overflowing houses and the numerous new features are highly entertaining. "Swim Out, O'Grady" catches every one's fancy just as it did in the East. Sadie Hasson comes next to the Park with a half week of sensation to vary the run of farce-comedy. Her play, "A Kentucky Girl," has several exciting mechanical effects. It opens Monday. There is to be an "Uncle Tom" street parade Monday that will attract much attention. The old play is to open English's Opera House season Monday afternoon with a special Labor day matinee. It remains for half a week and is followed Thursday and Friday by Cieveland's min-

At the Empire Theater, Albini's London Empire Entertainers, in-

cluding the "armless wonder," "Unthan," will be the attraction at the Empire all next week, commencing matinee Monday, A feature of the show is the first appearance of Madame Yucca, the female Sandow.

Building Permits. Hamet Jordan, brick addition, 186 North

Capitol avenue, \$1,000. John P. Walsman, frame house, Tacoma avenue, \$1,500. S. Muehl, frame addition, Illinois and Thirteenth streets, \$160. William Thorn, frame house, 94 Broadway, \$1,500. . Dickson, repair frame house, 500 East Market street, \$150.

Most Remarkable

In its effect and most useful in its application, the fragrant SOZODONT has become the most popular dentifrice in exist-'Tis used and praised by everybody.

NEW ASPHALT BIDDER APPEARS BEFORE THE BOARD OF WORKS.

He Is Not Given the Contract for South Meridian Street-Controller's Favorable Loan.

A new bidder for asphalt work in this city has appeared upon the scene. It is the Trinidad Asphalt Refining Company, of New York, and is represented by Hugo Reid. Bids were submitted yesterday for asphalting South Meridian street, from South to McCarty. The company bid upon the work before, but its bid was not considered, because it had not filed samples of its material with the city engineer and had no plant established in this city. Since that time the company has filed samples with the city engineer, and Mr. Reid says it will have a plant built within thirty days if it is awarded a contract. President Cooper, of the Bermudez Company, says the new company is bidding simply as a rival of the Bermudez company. Mr. Reid said this was not a fact; that his company had done work at places where the Bermudez company had not entered. Mr. Reid said his company would give bond to have the work done according to the specifications and would also give bond to have a plant here within thirty days. The board wanted him to agree to give bond to have the plant here within ten days, but Mr. Reid said he could not do this. The plant is a portable one, and is now at Detroit. Mr. Reid said his company had the material with which to begin work. The board took no action upon the bids, but will listen to anything the property owners upon the street may have to say concerning the award of the contract before letting it. The property owners will be heard at 10 | evolutions every step taken by the figuro'clock this morning.

The bids were as follows: -Stratified curb, \$7.78; Parkhurst curb, \$7.78; blue oolitic, \$7.87; granite curb, \$8.08. Indiana Bermudez Asphalt Company-Any curb except granite, \$6.98; granite curb,

The Western Paving and Supply Company-Stratified curb, \$6.63; Parkhurst curb, \$6.68; blue colitie curb, \$6.73; granite curb,

The Trinidad Asphalt Refining Company Stratified limestone curb, \$5.61; blue oolitic curb, \$5.71; Parkhurst curb, \$5.61. Bids for the masonry work on the bridge to be built over Pleasant run at Spruce street were received, and the contract was awarded to Koss & Fritz at an estimated total cost of \$2,594.60. The estimated total cost on the other bids was as follows; Fritz & Petrie, \$2,851.45; Moos & Tickling, \$2,830.24; L. H. Harman & Bro., \$2,750.73. The building inspector has made his final report upon the condemnation of the buildings at 50 and 52 Michigan avenue and 54 East Washington street, which were owned by the Connecticut Mutual Life Insurance Company. All the buildings have been torn

The city engineer was ordered to prepare a plat showing the opening of Eighth street, from Mississippi street to the first alley west of Mississippi street. Browder & Shover were granted an extension of time till Oct. 1 in which to com-plete the lowering of the bed of Pogue's

Wilding & Derheimer were granted till Oct. 1 in which to complete the construction of the Kentucky-avenue main sewer. Interested property owners filed a remonstrance against the vacation of any portion of Irwin street, from Cornell avenue to the L. E. & W. tracks. A remon-strance was filed against the construction of a sewer in Tecumseh street, to connect with the Clifford-avenue main sewer. The contract for plumbing in Tomlinson Hall was let to Foley Brothers for \$910.

IN BEHALF OF GARFIELD PARK. Meeting of South-Side Property Own-

ers-Resolutions Drawn Up. With a view to advancing the interests of the South Side, and particularly that portion lying south of Pleasant run, a half hundred property owners held a meeting last night at the home of James Twiname, on Barth avenue. Joseph Beaty was made chairman of the meeting, and speeches were made by John Malony, William Beaty, Dr. J. W. Hervey, B. W. Hartley and others. Although the meeting was called to discuss Garfield Park improvements, the remarks of those present diverged into other channels, and before the meeting adjourned it was the general opinion that the South Side was not receiving the attention it should from the Board of Public Works and the City Council. Vigorous complaint was made of the unim-proved streets, the absence of natural gas and the limited fire protection. One citizen asserted that Shelby street south of Pleasant run supports three country culverts. Another property owned claimed that the lack of sewers along Shelby street was the cause of an inundation during the rainy season that converted town lots into mini ature lakes. On the question of Garfield Park improvements the sentiment was unanimous. Every man at the meeting thought that the city should complete the park work without further delay, and a committee was appointed to draft resolutions for the edification of the Mayor and Board of Public Works. The committee, composed of J. C. Adams, Thomas Markey William Beaty, J. E. Twiname, Dr. J. W. Hervey, Gen. John Coburn and B. W. Hart ley, prepared lengthy resolutions imploring the City Council to approve the action o the Board of Public Works in appropriat ing \$15,000 for the improvement of Garfield Park. The resolutions also asked that the proposed improvement of Shelby and East streets to Raymond street be advanced pushed to final completion. The Board of Public Works is further asked to insist and if necessary demand of the Citizens' Streetrailroad Company that it extend its system. so long contemplated and promised, to Garfield Park. A last clause in the resolutions requests that trees be planted in the park, and that a pavilion be placed there for shelter to those who visit the resort.

A LOW RATE OF INTEREST.

Controller Trusler Borrows \$70,000 at

Three and One-Half Per Cent. Yesterday morning Controller Trusler negotiated a loan of \$70,000 for the city to tide it over till the November taxes come in. The bids for the loan were as follows: Indiana National Bank, 31/2 per cent.; Fletcher's Bank, 3% per cent.; Merchants' National Bank, 5 per cent. The total interest on the sum will amount to \$460. Controller Trusler says the money rowed was the cheapest ever borrowed in the city. It will be remembered that when the School Board desired to make a loan of more than twice this amount of money for double the length of time this loan is to run it paid 5 per cent. to John P. Fren-zel's bank. Controller Trusler undertook to secure the loan for the city at a lox rate of interest, and the result shows how well he succeeded. This is the first time the Indiana National Bank has bid for city loans for several years. The rate is the lowest ever secured by the city.

No Action on the Estimates.

The finance committee of the Council met in the city clerk's office last night to receive the reports of the subcommittees appointed at the last meeting to revise the estimates of expenses for the next fiscal year. The subcommittees have been at work upon the estimates in the various departments for several days past, but were not yet ready to make recommendations upon the estimates. No action was taken by the committee at its meeting last night, and another meeting will be held next Monday night, just prior to the time for the meeting of the Council. Councilmen Kaiser and Koehring were

before the committee recommending an increase in the allowance for the improvement of Garfield Park. All of the Southside councilmen favor raising the estimate for this purpose. Mr. Colter says the trouble with the question is that there has been no competition in the work. He favors having all the work done let by contract to the lowest bidder. Several councilmen are in favor of the appointment of a park commissioner to oversee the work done in the parks.

Commissioner Fisher's Denial.

Street Commissioner Fisher says there is not a word of truth in the statement that he has had city employes and city teams working for him upon his property. All of the work, except some curb setting, was done by men not employed by the city. The curb setting was done by two of the street foremen after they had quit work for the

day, and a part of it was done after dark. Wants It in the Federal Court. The L. E. & W. Railroad Company yesterday filed in the Circuit Court a petition

HIS PLANT PORTABLE | to remove to the federal court the suit by legality of the assessment against the com-

FIGURES AND DANCES

EXACTING BALLET REHEARSALS FOR "LAST DAYS OF POMPEH."

Carload of Fireworks Arrived Yesterday-Amphitheater Illuminated Last Night-Sale of Seats.

The ambitious young men and women who are to make their first histrionic appearance in "The Last Days of Pompeii" are being so diligently rehearsed that they have little time for anything else. At Lincoln Park, where the production of the spectacle is to be given, Stage Manager Rose is putting two hundred young men through the paces, so as to make them ideal "Roman citizens" in so far as native Hoosiers can be made to assume that disguise. In the presentation, besides the professional dancers and actors, it is necessary to have enough people to represent sixty guards, one hundred priests, sixteen torch bearers, twenty-five slaves, twentyfive Senators, thirty-six standard bearers and a small army of plain, everyday "citizens." Nearly one hundred young women are also used in the production, and by the time they are through with the rehearsals they will probably be able to secure engagements as dancers in the front row of the "Black Crook" or something of the kind. The rehearsals, necessarily, are very exacting, but the work is so systematically done that progress is rapid. All the marches, tableaux and groupings are made in accordance with diagrams which are carefully planned in advance. In the intricate antes is a part of the carefully-arranged general movement, the ensemble effect be-Warren-Scharf Asphalt Paving Company | ing made thereby both picturesque and harmonious. The people engaged in the rehearsals at present do not wear the costumes that will be worn during the production, for they are of very fine material and easily soiled. When the aspiring Indianapolis actors get into these costumes it will probably effect such a transformation in their appearance that their most inti-

mate friends will not recognize them. The first general rehearsal will take place at Lincoln Park to-night, and others will be held every evening during this week. Stage Manager and Mme. Rose, who have charge of these rehearsals, say that thus far they have progressed most satisfac-torily. A carload of fireworks arrived yesterday and were placed in the magazine outside the grounds that was built especially for them. The work of handling these high explosives is necessarily somewhat dangerous and great care is necessary. The men sent here by Pain & Son to take charge of them have a great experience, having been engaged in these spectacles for several years. All the fireworks are not complete when they reach here, for the special designs for the different nights of the spectacle have to be manufactured here. The secret of the manufacture is zealously guarded, for it forms a principal part of the stock in trade of Pain & Son. who are the greatest manufacturers of fireworks in the world. The pyrotechnic display is not a part of the spectacle proper, but comes after it. It is made most elaborate and beautiful, however, by the burning of nearly one thousand dollars' worth of fireworks each night. Much of this is in special designs. For instance, at the opening performance next Monday night, these designs will be appropriate to Labor day. On Indiana night Governor Matthews and the Statehouse and the sol diers' monument will be represented; on Indianapolis night, Mayor Denny and prominent buildings about the city. On the nights on which the Knights of Pythias and Masons will be much in evidence the designs will be appropriate to these orders. The amphitheater and other parts of the park were fully illuminated last night for the first time by electric lights, the power being furnished by the street-railway company, which has connected the lighting apparatus at the park with both of their power-houses, so that in the event one should fail the other can be utilized. Special arrangements have been made by Superintendent McLean, of the street-railway company, to provide means of transporta tion. A track has been run entirely around the inclosure, the Central-avenue line is being extended to it and special trains will be run on the nights of the various performances from different parts of the city. and will remain there until after the per-formances are over. Mr. McLean says that the company will be prepared to easily handle great crowds, greater than the am-phitheater could possibly accommodate. Reserved seats were placed on sale for "The Last Days of Pompeli" at the Big Four ticket office yesterday. The general price of admission will be 50 cents, and there will be seating accommodation for nearly seven thousand people at this rate. The reserved chairs will be 75 cents, and of these there are nearly fifteen hundred, located in the middle of the amphitheater. In front of these are two rows of private boxes, sixty-five in all, each for four persons, to which the admission will be \$1.

Monday for a week. DAILY VITAL STATISTICS-AUG. 29.

The spectacle is so great and extends over

so much territory that there really is very

little choice of location in the amphitheater. The great stage on which the dramatic por-

tion will be given is directly in front of

the center portion, and between it and the

audience is the band stand, extending out

in the lake. Each performance will be pre-

ceded by a concert of one hour's duration.

ing into Indianapolis have finally decided

upon a half-fare rate from all Indiana points, and a one-cent-a-mile rate from

noncompeting points. These are unusually

low rates and will probably bring thou-

sands of people into the city next week. The excursion tickets are good from next

The passenger agents of the roads lead-

Deaths. Abram Herr, seventy-nine years, 113 East St. Joseph street, asthma. Philip Innes, fifty-nine years, 123 Fort Wayne avenue, uremia poisoning Elizabeth Kruse, thirty years, 277 Douglass street, tuberculosis. Rebecca Schruckengost, seventy-two years, city, organic heart disease.

William and Lizzie Schmedt, city, boy. William and Edne Berg, 1 Henry street, Jacob and Hanna Dresen, 119 Maple street, Charlie and Pauline Bernloher, 40 Maple street, girl. Dan and Mary Brodwick, 8 Church street,

Mr. and Mrs. John Wise, city, girl. H. U. and Jennie Brown, Irvington, boy. Mr. and Mrs. Adolph Schleiscke, Illinois and Tenth streets, boy. John and Annie Dunlea, 258 Bates street, Mr. and Mrs. Frank Simpkins, 567 North West street, boy. Rice and Ester Haines, 59 Orange street, Mr. and Mrs. Paul Weiss, 25 Mulberry street, boy. S. P. and Violet Thompson, 104 Campbell

street, boy. William and M. J. Johnson, 86 Newman street, boy William and Anna Hazelrig, 672 Park avenue, boy. Thomas and Jennie Neson, 256 South East street, girl. Marriage Licenses. Frederick Weber and Louisa Rehling.

Frank W. Prinz and Rosa Merz. Archibald Faulconer and Lena Bruck-

Smallpox at Marion. The State Board of Health has received word from J. B. Lytle, health officer of Grant county, that a case of smallpox has developed at Marion. The victm is a woman who stopped a short time at a depot in Chicago while on her way from Minneapolis to Marion, and is thus supposed to have come in contact with the

exposed before the character of the dis-

is ill has been quarantined, the exposed

persons vaccinated and a quarantine es-

ease developed. The house in which she

Twenty people at Marion were

John O'Neil and Minnie Sanders.

Very Kind.

Chicago Inter Ocean. The Sugar Trust kindly promises not to raise the price of sugar more than 20 per cent. That is very kind.

The success which Hood's Sarsaparilla has had in freeing old and young from afflictions caused by impure blood is really remarkable. Hood's Sarsaparilla is a building-up medicine.

Hood's Pills are purely vegetable, and do not purge, pain or gripe. Sold by all drug-



ONE ENJOYS Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept ar substitute.

CALIFORNIA FIG SYRUP C SAN FRANCISCO, CAL. LOUISVILLE, KY.

SUING THE DIRECTORS

TEST OF THEIR LIABILITY IN CON-DUCTING A LOAN ASSOCIATION.

Receiver of the Concordia No. Wants to Obtain the Amount Taken by the Secretary.

The Union Trust Company, as receiver of the Concordia, No. 4, Saving and Loan Association, yesterday filed suit against Frederick Lorenz and the other directors of the association for damages in the sum of \$6,000. The plaintiff alleges that it was due to the negligence and mismanagement of the defendants that the association failed. The complaint charges that the defendants failed to attend the meetings of the directors; that they permitted business to be transacted by less than a quorum of the directors; that one member of the directory was allowed to transact the business; that the directory approved the business thus transacted; that the directory failed to require a bond from the secretary and failed to require him to make reports; that it failed to require a bond from the treasurer; that it appointed one of the directors on the auditing committee and failed to require the committee to perform the work required of it. It is also alleged that it allowed bills to be paid without the recommendation of the auditing committee; that it failed to take proper precautions for the preservation of the accounts and papers of the association; that it did not require the payment of dues and fines and kept no record of such as were paid; that it permitted the cancellation of mortgages without the payment of the amounts due under them; that it paid a salary to the secretary without requiring him to per-form any of his duties. It is further claimed that it permitted the secretary to convert to his own use \$5,000 of the association's money and failed to provide proper books and records in which to keep the accounts of the association.

JAMES A. SHEARER'S ESTATE.

The Father Sues the Widow to Recover on Her Bond.

Daniel Shearer, the father of James A. Shearer, formerly a saloon keeper at the corner of Court and Delaware streets, yesterday filed suit against Minnie Shearer, widow of James A. Shearer, as administratrix of the estate of her deceased husband to recover on her bond as administratrix. James B. Okey and John S. Flemming, sureties upon the bond, are also made defendants. The suit is in the name of the State of Indiana on the relation of Daniel Shearer. He alleges that after her appointment, the administratrix filed what purported to be a complete inventory of the personal property of the decedent. This inventory contained property of the value of \$511.50. The plaintiff avers that the decedent had personal property amounting in the aggregate to \$4,728.50 which was not included in the inventory.

Heavy Fine for Cruelty.

In the Police Court, yesterday morning, Perry Smith and Otto Rentch were each fined \$100 and costs for cruelty to animals. They are the two young men who hired a team of horses from Horace Woods and drove it so hard that one of the horses died. They claimed that the team was not driven hard and that the horse had died from the colic. The case was appealed to the Criminal Court. The case against the Indianapolis Gas Company for a violation of the natural-gas ordinance was dismissed. Mrs. Minor, re-siding at 65 North Noble street, filed an affidavit against the company charging it with a violation of the ordinance in charging her more than ordinance rates for cook stove. The company claimed that Mrs. Minor used her cook stove for heating as well as cooking purposes.

May Indict Railroad Officials.

It is said that Superintendent Darlington, of the Pennsylvania Railroad Company, and some of the officials of the L. E. & W. railroad may be indicted for discharging men in their employ because they belonged to labor unions. The grand jury will be called on to investigate the truth of charges that men have been discharged because they belonged to labor organizations, and if evidence in substantiation of the statement is found some indictments may be returned.

George W. Dunn Sued for Slander. Ella Forsha has sued George W. Dunn for damages in the sum of \$10,000 for slander. She alleges that the defendant had made statements derogatory to her charac-

THE COURT RECORD. Criminal Court.

Millard F. Cox, Judge. State vs. Jesse Carey and Richard Smith: grand larceny. Released on their personal bond in the sum of \$100. New Suits Filed. The James Cunningham, Son & Co. vs. L.

A. Nagelson; to foreclose chattel mortgage. Superior Court, Room 2. The James Cunningham, Son & Co. vs. L. A. Nagelson et al.; to foreclose chattel mortgage. Superior Court, Room 3. Edward T. Helfer vs. John L. Booth et al.; note. Superior Court, Room 1. German Mutual Insurance Company vs. Lydia Barton et al.; to foreclose mortgage. Superior Court, Room 2. The Citizens' Street-railroad Company vs. Henry C. Barrow; on account. Superior

Court, Room 3. Ella Forsha vs. George W. Dunn; slander. Demand, \$10,000. Circuit Court. Jeremian S. Roberts vs. S rah E. Roberts: divorce. Superior Court, Room 3. Daniel Shearer vs. Minnie Shearer; partition. Circuit Court. John H. Ross et al. vs. Christine Morris: on covenants of warranty. Superior Court, Room 2.

Lucy Zahn vs. Christine L. Morris; on covenants of warranty. Superior Court, Room 1. Anna Williams vs. Lewis Baum et al.; to satisfy mortgage. Superior Court, Room 3. The Union Trust Company, Receiver of the Concordia No. 4 Savings and Loan Association, vs. Frederick Lorenz et al.; damages. Demand, \$6,000. Superior Court,

Dr. Price's Cream Baking Powder World's Fair Highest Award.

Room 1

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hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 802. House telephone, 1215.

DR. SARAH STOCKTON. 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER. RESIDENCE-670 North Meridian Street. OFFICE-369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 3 p. m. Telephones—Office, 907; residence, 427.

DR. REBECCA W. ROCERS. -DISEASES OF WOMEN AND CHILDREN-OFFICE-19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sundays: 4 to 5 p. m., at Residence, 440 North Meridian street.



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Correspondence solleited.

Chas. T. Whitsett

SHEPHERD-Mrs. C. F. (nee May Hilderbrand), died Tuesday, Aug. 28, at 3:15 p. m. Funeral at residence, 36 Cherry street, Friday, at 2 p. m. Friends invited.

LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market

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LOANS-6 per cent. money on improved real estate in this city only. (No loans made outside.) Borrower has the priviege of prepayment semi-annually, delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

WANTED-AGENTS. WANTED-Men with small capital to engage in good paying business. Call 6 to 7:30 p. m. L. RANDALL, No. 136 West Vermont street.

AGENTS WANTED-An effective agent in every town to sell our high-class tailor-To proper parties we will consign sufficient trouser patterns to make good showing as merchant tailor. Parties not having satisfactory commercial rating must be able to furnish bond. KAHN

TAILORING COMPANY, Indianapolis. FOR SALE. FOR SALE-Cleveland Safety. \$125 wheel.

Good as new, for \$80 cash. Address C. W. M., this office. FOR SALE-Cheap, first-class prairie and bottom farm of 140 acres, fifty-nine miles east of St. Louis. Price, \$3,200, one-half cash. J. A. HARRIS, Greenville, Bond county, Illinois.

WANTED-MISCELLANEOUS. WANTED-Two lady boarders; private family; near High School. Address MISS W., care letter-carrier No. 12. WANTED-Twenty-five young ladies for Pain's great spectacle, "Last Days of Pompeii." Apply between 12 and 1 o'clock to-day to MRS. LAURA ROSE, Grand

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